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IN THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. – 17. (Canceled)

18. (Original) An outboard motor comprising:
an internal combustion engine; and
a multi-mode set of fault indicators mounted directly to a portion of the internal combustion engine, wherein the set of indicators provides at least one form of feedback to a user regarding at least one of an operational condition at start-up and an operational condition during running.

19. (Original) The outboard motor of claim 18 wherein the at least one form of feedback includes a visual feedback.

20. (Original) The outboard motor of claim 19 wherein the set of indicators is configured to illuminate at engine start-up if no engine fault conditions are deemed present and at least partially illuminate during engine running if a fault condition is deemed present.

21. (Original) The outboard motor of claim 20 wherein the set of indicators includes a separate indicator to indicate each of the following at engine start-up:
kill switch activation;
sensed crankshaft position;
acceptable charging level attained; and
acceptable drive gear position.

22. (Original) The outboard motor of claim 21 wherein one indicator is configured to change condition if the drive gear position is in neutral at start-up.

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23. (Original) The outboard motor of claim 20 wherein the set of indicators includes a separate indicator to indicate each of the following during engine running:
charging system malfunction;
injection/ignition system malfunction;
sensor system malfunction; and
engine lubrication/engine temperature malfunction.

24. (Original) The outboard motor of claim 19 further comprising a control unit mounted to the internal combustion engine and wherein the multi-mode set of fault indicators is mounted to the control unit in a manner visible to a user when only a top cover of the outboard motor is removed.

25. (Original) The outboard motor of claim 24 wherein the control unit includes a recordable medium accessible by a service technician and configured to maintain a history of any fault indicator.

26. (Original) The outboard motor of claim 19 wherein the internal combustion engine is a two-stroke internal combustion engine.

27. (Original) The outboard motor of claim 19 further comprising a battery to supply a voltage to a plurality of electronic components.

28. (Original) The outboard motor of claim 19 wherein the internal combustion engine is a rope-start engine.

29. – 36. (Canceled)

37. (New) The outboard motor of claim 18 wherein the set of indicators provides a form of feedback to a user regarding both an operational condition at start-up and an operational condition during running.

38. (New) An outboard motor comprising:
an internal combustion engine; and

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a fault indicator mounted to a portion of the outboard motor, wherein the indicator provides at least one form of feedback to a user regarding at least one of an operational condition at start-up and an operational condition during running.

39. (New) The outboard motor of claim 38 wherein the fault indicator is a multi-mode set of fault indicators

40. (New) The outboard motor of claim 38 wherein the at least one form of feedback includes a visual feedback.

41. (New) The outboard motor of claim 40 wherein the indicator is configured to illuminate at engine start-up if no engine fault conditions are deemed present and at least partially illuminate during engine running if a fault condition is deemed present.

42. (New) The outboard motor of claim 41 wherein the indicator includes a separate indicator to indicate each of the following at engine start-up:

kill switch activation;
sensed crankshaft position;
acceptable charging level attained; and
acceptable drive gear position.

43. (New) The outboard motor of claim 42 wherein one indicator is configured to change condition if the drive gear position is in neutral at start-up.

44. (New) The outboard motor of claim 41 wherein the indicator includes a separate indicator to indicate each of the following during engine running:

charging system malfunction;
injection/ignition system malfunction;
sensor system malfunction; and
engine lubrication/engine temperature malfunction.

45. (New) The outboard motor of claim 40 further comprising a control unit mounted to the internal combustion engine and wherein the fault indicator is mounted to the

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control unit in a manner visible to a user when only a top cover of the outboard motor is removed.

46. (New) The outboard motor of claim 45 wherein the control unit includes a recordable medium accessible by a service technician and configured to maintain a history of the fault indicator.

47. (New) The outboard motor of claim 40 wherein the internal combustion engine is a two-stroke internal combustion engine.

48. (New) The outboard motor of claim 40 further comprising a battery to supply a voltage to a plurality of electronic components.

49. (New) The outboard motor of claim 40 wherein the internal combustion engine is a rope-start engine.

50. (New) The outboard motor of claim 38 wherein the indicator provides a form of feedback to a user regarding both an operational condition at start-up and an operational condition during running.